

APRIL 92

Minutes of WPCC Meeting

March 24, 1992

Officers Present: President, Wayne Jones; V.P., Don Baker; Secretary, Pat Greenwald; Treasurer, Carole Friend.

Board Members present: Sandy Artzberger, Bill Brill, Bob McCune, Dave Fabyonic, Hal Goff, John Gundlach.

The minutes were approved as printed in the Vair Street Journal.

The treasurer's report was read and approved. The March balance was \$503.37; 49 members have paid their 1992 dues.

Old Business

Wayne Jones, Bill Artzberger, and Vaun Hamlin reported on the Legislative Council meeting. A discussion followed concerning a proposal to limit old cars on the road. Wayne also called attention to the "stacking" policy used by insurance companies.

Wayne received a letter from PennDot encouraging the club to set an April date for Parkway cleanup. We already had set an April 11th date. Six members have signed up for that date but Wayne encouraged any and all members to attend.

Wayne had some prices on name tags for members and hopes to have prices and a sample club jacket for the next meeting. Al showed a jacket from the Antique Car Club and will also get some prices.

Bill Brill reported on details for the Myersdale show on April 5th and 12th. A meeting place was set for McDonalds off the New Stanton exit at 10:00.

Wayne has received no suggestions for the Ladies' Choice event as yet. He also still has empty slots on the food list for the meetings.

New Business

Dale Smith announced the need for help with the club booth at the Steel City Classic Swap Meet at South Park on April 5th. He could use display pictures.

Wayne brought up the need for tech topics for the meetings. Vaun will make arrangements for an open house at a restoration shop in Bethel. He will check into making this a part of a remote meeting in July or August. Al Friend has a tape of Macungie that he will bring for the April meeting. Jay Smith will be available in June to show the tape of his Japan trip.

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Laurie Maglietta had the application for the Cannonsburg July 4th parade. They would like to have five or six cars. The Brentwood parade would like to have all the cars they can get.

Al Friend reported that Bates Murphy has autocross cones when we need them.

Bill Artzberger reported on the progress at the museum. He thanked the volunteers for their time and announced that there will be only one more Saturday sale. Funds raised to date total \$75,000. The target date for the museum is May 23rd. Bill also reported that the brochures for this year's Vintage Grand Prix are ready to be mailed out. Twelve hundred cars are expected this year.

MAY 24, 1992 - WPCG DAY AT THE DRAG STRIP by Al Friend

Our day at the drags is scheduled for May 24th. (Memorial Day Sunday). Details are spelled out in the enclosed flyer. Please reproduce the flyer and give it to your friends who own old cars. Talk it up, the bigger the variety of cars, the bigger our fun will be. But, most important, you be there with your Vair, whether you race it or not. WPCG gets a lot of positive exposure at this event before several thousand very interested auto enthusiasts. Don't disappoint, let's show them a nice variety of Corvairs.

FIVE YEARS AGO IN THE JOURNAL by Al Friend

The April 1987 "Vair Street Journal" featured a heater fan tech tip by Larry Boyer. Also a "get ready for summer driving" article by Bob Hieber provided a checklist which included the following: 1) Set the summer/winter cover to the summer position on late models. 2) Clean the oil cooler. 3) Inspect the fan belt, including the spare. Bob, you forgot 4) Roll down the windows!

Walt & Boots Baldinger officially retired, and Bill Brill was at home recovering from an auto accident. Ellen Smith entered an article titled "Corvair Club hits the strip"! You didn't think that Ellen was that much into drag racing, did you? Actually, the article was about five WPCG families hitting Pittsburgh's famous Strip District for a shopping frenzie, no Vair parts were spotted, however.

NEW MEMBERS

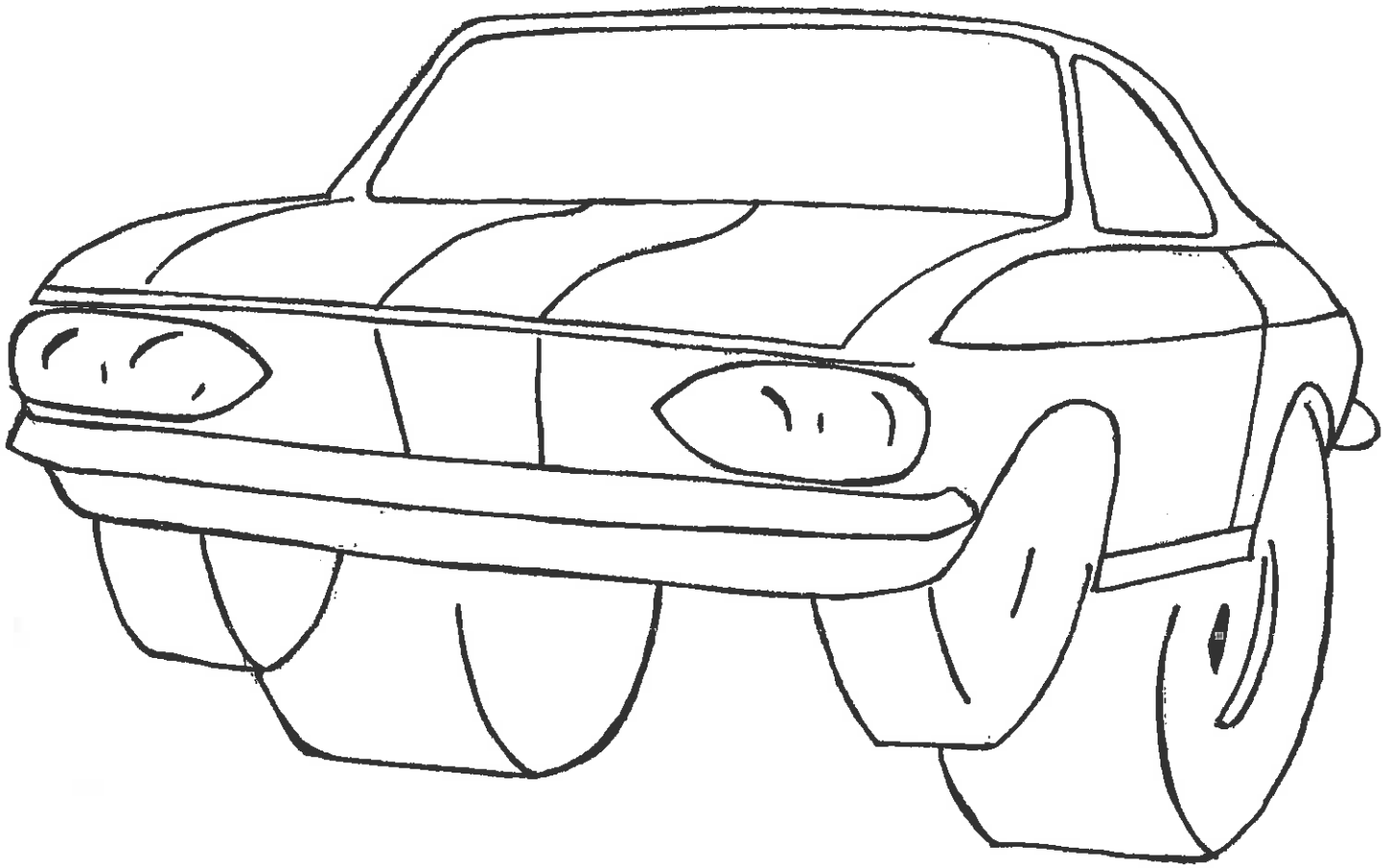
Ray Price, Carnegie, Pa. Ray owns a 65 Monza 110 h.p. convertible, and is a machinist at an auto parts store in Carnegie. Ray is now a WPCG member thanks to Bob Donnelly's gift membership. What a nice way to bring in a new member and make a new friend at the same time. Bob also has an engine that Ray can rebuild.

ATTENTION OLD CAR OWNERS

THE WESTERN PENNSYLVANIA CORVAIR CLUB CORDIALLY INVITES OTHER OLD CAR OWNERS AND OLD CAR CLUBS TO JOIN US FOR AN AFTERNOON OF FRIENDLY NOVICE DRAG RACING AT THE KEYSTONE CEWAY IN NEW ALEXANDRIA, PA, DETAILS BELOW:

BRING THE SPOUSE AND KIDS; THIS IS A FAMILY FUN EVENT.

FOR ADDITIONAL INFO: CALL AL OR CAROLE FRIEND (412)325-2588



DATE: Sunday May 24, 1992 (Memorial Day Sunday).

TIME: 11:00 A.M. (You can even sleep in).

MEETING PLACE: The mini mall lot near the Corner Restaurant, across from Grabiak Chevrolet, on Route 22, just west of New Alexandria. (Where Routes 22 & 981 intersect).

PRICE: Only \$10 per car, including everyone you can stuff into the car!

RAIN DATE: If it's raining, call 668-7600 for the track's recorded message. If racing is on, we're on too. If racing is cancelled for the day, the next Sunday, May 31 becomes our race day and everything else remains the same.

SNACK BAR: You bet, or bring your own goodies (No alcoholic beverages please).

RACING FUEL: Turbo Blue is sold at a nearby Amoco station.

CAN I JUST COME TO WATCH: Certainly, come and join in, hopefully in your old car, race if you like what you see, or just be a cheerleader.

FIVE-EIGHTHS

My second graders are learning about fractions. Five-eighths names the part of the contract we've fulfilled with PennDOT to clean our section of the Parkway.

Al Friend and I showed up first, donned our vests, slung a bag of bags through our beltloops, scaled a concrete barrier and set off at a happy pace.

Traffic in both directions had been restricted to one lane, so the vehicles were moving at a snail's pace. Al and I picked our way down to the big, arched overpass below the Squirrel Hill Tunnels. We concluded that an overpass inspection was cause for the tie-up.

Then there were no more cars at all for a full ten minutes. We loved it -- sunshine, fresh air, and pleasant company. And trash. Good clean fun.

Traffic appeared again and brought Dale Smith with it. He joined us promptly. The three of us met a nice policeman on foot arresting berm travelers. (I'll not reveal which of us nearly got nailed for the same thing while en route!) Dale asked the nice policeman to "make our day, send us home", but he only smiled.

Farther down the Parkway we met Bob Hieber, who parked on the berm and joined us.

Our quartet gave directions and automotive assistance to passers-by. In return, we received verbal praise and "thumbs-up" from many traffic-weary motorists. One older lady called us "the good guys".

As we were nearly through, traffic accelerated and the cars began speeding by, no doubt in order to make up lost time. We practised vaulting guard rails just to be safe.

Glad to be done, we piled our harvest at the end of an on-ramp and made our way back to Bob's Jeep, where he had stowed ice water and cups.

Now picture this: Bob Hieber on his hands and knees at several spots along the walk back planting Bachelor's Buttons seeds.

Three-eighths to go.

Laurie Maglietta

P. S. It wasn't me.

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APRIL TECH TOPIC

Laurie Maglietta will present a narrated slide show pertaining to the National Road Heritage Project. The show lasts approximately 20 minutes.

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As an aside to Laurie's article above, it should be mentioned that six needed volunteers had signed up before Bob Hieber and I got to the meeting late. We, therefore, weren't included in the number. I guess that means, using second grade math, four people didn't bother to show up or get substitutes.

Dale Smith

The following article is from Westwind, the monthly newsletter of CORSA West of LA:

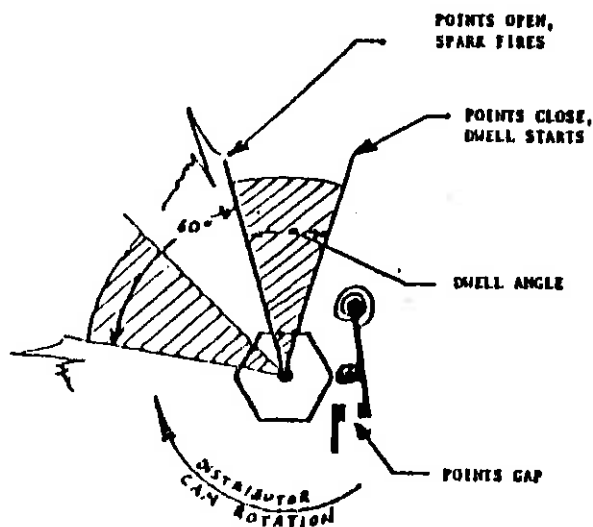
DISTRIBUTOR TUNE-UP TIPS

Remember this one, Herb Berkman

Almost anyone can do an ignition tune-up if he knows the proper specifications and has the proper tools (which can usually be borrowed from a fellow CORSA member). However, it is helpful to know how the different settings affect each other. There is much printed matter available on distributors, so we needn't go into great detail. For instance, the article in Corsa Quarterly, Vol. 2, No. 4, or Petersen Publishing's "Basic Ignition Systems". But the one subject nobody mentions is the relationship between point gap, dwell and timing. This is important because if you're using a dwell meter to set points, you should know that not enough dwell means the gap is too wide (or does it?). If you have an old-fashioned non-electronic V-8 with externally adjustable distributor, you can just turn the screw either way and watch what happens. It's not as easy with our even more old-fashioned six cylinder jobs.

The first thing to know is that the spark fires when the points open. While they are closed, the coil is building up charge. This closed period, measured in degrees of distributor rotation is the dwell angle. Referring to the sketch, you can see that dwell is the time the points are closed. Therefore, if you widen the point gap, you also shorten the dwell.

Secondly, since ignition timing tells you at what crankshaft angle the spark fires, it follows that the timing point coincides with the end of the dwell angle. Thus, if you change the point gap, you also change the beginning and the end of the dwell angle and you, therefore, change the timing. The moral is: Always set point gap before setting timing (or conversely, always reset timing after setting points). To help remember what, use the following table.



CHANGE		RESULT WILL BE:	
<u>Point Gap</u>	<u>Dwell</u>	<u>Timing</u>	<u>Spark Fires</u>
Wider	Shorter	Advances	Earlier
Closer	Longer	Retards	Later

In order to set the gap on your ignition points, it is necessary to rotate the engine to position the distributor so the points are fully open. This is hard to do, even if you have a helper to operate the starter, or a remote starter switch (difficult to hook up). Another way is to put a 3/4" box-end wrench on the crank bolt and turn the engine by hand; OR put the car in gear and rock it forward or backward to turn the engine. None of these methods is THE good one.

Instead, mark the original position of the distributor and then loosen the clamp nut so the distributor housing can be rotated. Now the points can be easily rotated with respect to the cam and set at the perfect high point of the lobe. After setting the gap, the housing may be cycled back and forth past the lobe while rechecking the gap for accuracy. Then reposition the distributor to the original mark and tighten the clamp. Your timing should be close to where it was, but you have to check it with a timing light anyway, since, as mentioned above, the new point setting will have caused it to change.

The following article is from Valley CORSA in San Jose, CA

HAVE YOU EVER WONDERED?

"How does my engine size compare with those new engines?" All older American cars' engines were measured in cubic inches displacement (CID). The newer cars, both foreign and domestic, are measured in liters or cubic centimeters.

To make the comparison, the formula is as follows:

To convert cubic inches to liters, multiply your displacement in cubic inches by 0.01639. So a 164 CID engine equals 2.7 liters.

To convert liters to cubic inches, multiply your displacement in liters by 61.02. So a 3.0 liter engine equals 183 CID.

Displacement equals the volumetric difference of the engine cylinders between the piston at full down and the piston at full up or top dead center. In other words, the amount of a liquid which would be displaced (pushed out of the cylinder) as the piston travels from bottom to top of the cylinder.

Horsepower is not determined solely by displacement. It is determined also by compression ratio, chamber shape, cam shaft, and the pumping efficiency of the engine. However, generally the greater the displacement of an engine, the greater the horsepower potential.

Ed Corson

SWAP MEET 4/5/92

Five loyal WPCC members staffed our Club booth at the recent Swap Meet. Many people stopped to discuss the Corvaire and express interest in it. Vaun Hamlin renewed many old friendships, and we all made several new ones. In addition to Vaun, Wayne Jones, Hal Goff, Bob Donnelly and I spent most of the day there.

Three Club members stopped by and even helped out for a while. Jim Stokes, Jay Stoltenberg and Walter Miller spent time with us.

We passed out several applications, and it would appear we will again reap some new members from this event. This is, next to parades, one of the best ways to show the world at large that our little Corvaire's are alive, well, and gaining in popularity.

Dale Smith

WANT ADS

1968 Monza Cpe., 60K, 110 hp, auto, black int., running when parked outside 2 yrs. ago. Wheel well & floorbrd rust. Best offer. 412-354-2546

1965 Monza, 4 dr., 30K, 110 hp, auto, evening orchid, black int., running, inspected thru 2-93 DRIVER \$1495 obo 412-343-3322

1963 Spyder conv., wht., wht. roof, red int., AM/FM/CD/Tape system w/dual amplifiers. Mechanically, this CA conv is btr than new. Everything works perfectly, includes proper wire hubcaps. Quite possibly one of best examples on the E. seaboard. \$6000 firm. Terry 412-561-3178

Prep Your Ride for the Summer Season

All of you folks in Florida, California, Texas and the rest of the sunbelt don't have to worry 'bout this stuff, but the rest of us poor souls who live in the "salt zone" take great comfort in peeling our rides out of hibernation when the streets finally dry. For you uninitiated sun-belters, the vast majority of us "Northerners" begin a process of vehicle storage that kinda' resembles that of a cocoon. Our treasured mechanical creations are bundled up and put away safely for the winter (or at least that's what we hope).

Of course the inevitable happens. Sooner or later, the snow melts. Along with the passing of the white stuff, the pavement begins to dry and the salt and sand disappear. 'Round about this time, we decide to unwrap the vehicle mummy. Hey! It's spring and with it comes time to pound the pavement.

Now, there have been a bunch of articles written on how to mothball your car for storage, but precious little has been documented on retrieving the car from its winter hibernation. The way the storage removal process takes shape depends upon how the vehicle was stored. Simple as that. However, there are a number of things you can do to insure that the de-mummification process goes smoothly. Here's some insight into the "spring thaw":

First Things First

The first thing you'll have to find are the keys (hope you remember where you put 'em). With those in hand, take a trip down to the local insurance and license office. It's that time again. (And ouch! It hurts.) Next peel off the car cover and get ready for the real work.

Give the vehicle a casual once-over before you dig into the nuts 'n bolts. If the car is on axle stands, have a look under the vehicle for any signs of leaking fluid. Make a note of the source. Seals and gaskets tend to dry when the vehicle

is not in use—your car might be a candidate for some component replacement. Once this job is out of the way, check the tire pressure. The rolling stock will likely need some air. Next, drop the car down to terra firma.

Rodents 'R Us

Roll, push or drag the car into a convenient work area (if it isn't already in the middle of the garage). Carefully check the office (including the glove box and under the seats), the luggage compartment, and the engine compartment for unwanted rodents. These furry little devils also like to make their nests on intake manifolds, in exhaust pipes and in other out-of-the way places. Just be sure to check every place that they can take up residence. If they require an eviction notice, this is the time to take action.

Mr. Clean

With that dirty deed out of the way, grab your wash bucket and clean the car. Quality car covers allow the car to "breathe". Because of this, the car will likely have a light coat of dust over it. With the shiny side shiny, pop the hood again and examine the hoses, belts, heater or A/C lines, wiper blades, crankcase vent, fuel filter, washer hoses and other rubber goods. Replace any cracked or suspect pieces and rattle the PCV valve. Remove the master cylinder lid and check the brake fluid level. Top it off if necessary. Check the heat riser valve operation. If it's stuck, give it a blast of penetrating oil (most vehicle manufacturers sell a special heat riser spray lubricant). Pull the distributor cap and inspect the points and condenser. If they're pitted, replace 'em. Clean the cap with WD40 and if corroded, replace it. The same applies to the rotor.

Install a freshly charged battery. Correct storage should have included an occasional trickle charge. If it didn't, expect to shell out money for a new battery. Check all cables to insure their integrity and replace as necessary. Apply

some dielectric grease to the terminal ends.

Oil Down

Next, it's time to yank the spark plugs. Make a note of the exact wire location (in relation to the plugs) and if you can't remember the location, tag each wire with a number written on a section of masking tape. Even if the cylinder walls were carefully lubricated during the storage process, it's a good idea to squirt a small amount of oil (something light like 10W) through each plug hole. This added oil is simply insurance that the piston rings haven't welded themselves solidly to the cylinder walls. If, by chance, you didn't lube the cylinders prior to putting the car away, push the vehicle back into a safe spot and let it sit overnight. The added time allows the oil to penetrate the rings and hopefully, will allow the pistons to break free from the cylinder walls.

Following the cylinder lub job, fill the crankcase with oil (if it was drained during the storage process). The oil filter should be filled at this time as well. Next, fill the cooling system with water — not coolant. Check the transmission fluid level and verify the rear axle gear lube level. Take the time to re-lube all chassis grease points and don't forget the wheel bearings and the universal joints.

If the fuel tank was totally drained (and allowed to air dry), add a couple of gallons of the "good stuff". Check for leaks. If the fuel wasn't drained, there's a good chance that the old gasoline will be stale. In that case, drain the tank completely and flush the system with solvent and gasoline. Tighten the fittings and add fresh fuel.

Rock 'N Roll

Next, place the car in gear and rock it back and forth by hand. Have an assistant watch the harmonic balancer. If it moves when the car is rocked, then you can assume that the engine isn't seized. In the case of automatic transmission models, you'll have to attach a socket/ratchet to

Spring Thaw

the crank bolt and turn the engine over by hand. If it moves, then the engine is "free". Disconnect the coil wire and place some rags around each spark plug hole. Connect the battery terminals and crank over the engine with the starter. Oil pressure should be evident on the gauge (if so equipped). Don't worry about the oil forced out of the plug holes—that's what the rags were for.

Fuellish Pleasure

While the engine spins over, have an assistant watch for leaks at the carburetor(s) and fuel pump. In addition, keep an ear tuned for odd noises. Just remember: With the spark plugs removed, the engine won't produce compression. As a result, it will turn over much faster than normal. If any leaks are spotted, this is the time to fix 'em. We should note that fuel system gaskets tend to swell when they are not in use. Because of this, they might leak when exposed to fresh fuel.

With all of the above work complete, gap a new set of fresh spark plugs and install them in the engine. Re-install the spark plug wires and clip the coil wire on. A cup (or less) of gasoline can be poured into the carburetor to insure that it is primed. You can install the air cleaner, but it's just as easy to have someone stand by with a large shop towel. If the engine "burps" during the initial fire up, then have your assistant smother the flames with the shop towel. Of course, you can't beat a fully charged large fire extinguisher, but in the event of a carburetor fire, a shop towel is much cleaner. The mess associated with fire extinguishers can sometimes prove to be huge. Save the extinguisher for big aggravation—especially a catastrophe that can't be handled by a simple smother job!

Tension Time

Hey! The big moment has arrived! Click the ignition key to the start position. If everything is right, then the car should fire up immediately. An excess

amount of exhaust smoke will be present. Don't worry about it—it can be attributed to the oil you squirted on the cylinder walls. Check for fluid leaks and monitor the oil pressure and water temperature gauges carefully. Let the engine run for approximately five minutes and then shut it off. With any kind of luck, there won't be any major leaks and everything will be functioning properly.

Flush 'n Dry

Flush the cooling system several times with clean water. With the final flushing job complete, refill the cooling system with proper coolant and recheck the engine fluid levels. The oil can now be changed again (aren't you lucky!). Why? Varnish buildup and other chemicals can easily contaminate the oil. Oil is cheap and so are filters. This is just good insurance. Once this job is complete, lash the valves (if the engine has solid-lifters). Check the lamps, gauges, horn, windshield wipers, heater or A/C, turn signals and other accessories. If they require work, this is the time to fix 'em. Check the spare tire. It does have air . . . doesn't it? Finally, install your "fresh" license tag stickers.

The Road Test

It's time for the road test. Give the car a short, easy drive for a duration of about ten miles. Check the engine for proper operation, give the brakes a thorough test and be sure that the gearbox and rear axle function properly. How are the tires? Do they need a re-balance? Are the universal joints noisy? If anything requires work, this is the time to have it repaired. By the way, if you live in a damp climate, the brakes might be noisy. The reasons for this is usually a light coating of rust on the drums and rotors. If the rust isn't excessive, it (along with the noise) will disappear quickly.

With everything "right", you and your old flame are ready for another season. Spring has sprung, the grass has rizz . . . and you know the rest! Doesn't it feel sooooo good.

